

Experience cries out that it would be wise for the nation to pause and ponder all alternatives before further deregulation experiments are undertaken.

INTRODUCTION OF AN ACT TO END GRIDLOCK AT OUR NATION'S CRITICAL AIRPORTS

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 7, 2001

Mr. LIPINSKI. Mr. Speaker, recently, there has been much said and written about the possibility of new runways at Chicago's O'Hare International Airport. Some might think new runways are a new idea. They are not.

In fact, in 1991, the Chicago Delay Task Force, which was composed of representatives from Chicago's Department of Aviation, the Federal Aviation Administration (FAA), air traffic control, and airport users, recommended that new runways be added to O'Hare in order to reduce delays and improve efficiency. The final report of the Chicago Delay Task Force reads that new O'Hare runways "represent the greatest opportunity to reduce delays in Chicago, particularly during bad weather conditions." Unfortunately, this recommendation was ignored because the governor at the time was opposed to new runways at O'Hare. (Fortunately, most of the other physical and technical improvements that the Task Force recommended were implemented and, as a result, delays at O'Hare decreased by 40 percent between 1988 and 1998.)

Fast-forward a decade to 2001. Delays are once again on the rise at O'Hare. In fact, according to the FAA, O'Hare was ranked the third most delayed airport in the country in 2000 with slightly more than 6 percent of all flights delayed more than 15 minutes. Once again, a Chicago Delay Task Force has been convened and representative from the Department of Aviation, The FAA, and the airport users will study O'Hare Airport to determine what can be done to most effectively reduce delays.

No one will be surprised when the Task Force determines—once again—that adding runways are the most effective way to reduce delays. This is a well-known fact. Mitre, NASA, and other technical organizations have reviewed all of the capacity enhancing technologies and procedures that are in development and have concluded that the cumulative effect of implementing all of these technologies would increase capacity only by roughly 5 to 15 percent. In contrast, building new runways at capacity constrained airports increases capacity by 40 to 50 percent. Additional runways—at O'Hare and throughout the nation—are the answer to the congestion problem plaguing our national aviation system.

Additional runways are especially critical at O'Hare Airport. Chicago is, and always has been, the nation's transportation hub. O'Hare is a domestic and international hub that serves not only Chicago passengers but also passengers that pass through Chicago on their way to destinations across the United States and across the globe. O'Hare is the lynchpin of our national aviation system. Therefore, the congestion and delays that plague O'Hare also plague the rest of our national aviation

system. Delays at O'Hare ripple throughout the system, earning O'Hare the undesirable designation as a "chokepoint" in our national aviation system. If O'Hare remains a chokepoint, it threatens the reliability and efficiency of the entire United States aviation system.

The fate of new runways at O'Hare rests with George Ryan, the Governor of Illinois. A small provision tucked away in Illinois law effectively gives the Governor the ability to approve or deny development at O'Hare Airport. Unfortunately, despite Governor Ryan's exemplary record in terms of transportation investment, the Governor is politically hamstrung in what he can do regarding additional runways at O'Hare.

As the U.S. Representative for residents living near Midway Airport, I know that quality-of-life issues in communities surrounding airports are very important. The City of Chicago Department of Aviation has been quick to address these important quality-of-life issues. In fact, the City of Chicago has spent over \$30 million dollars at O'Hare alone on noise mitigation efforts, such as installing a \$4 million state-of-the-art noise monitoring system, constructing a \$3.2 million hush-house on the airfield, and soundproofing 75 schools and 3,934 homes for a total cost of \$309 million. The City of Chicago has been mentioned as a model for the nation for its noise mitigation efforts.

Yet, despite these mitigation efforts, some of the airport's neighbors still seek to constrain the growth of O'Hare. Unfortunately, this group has the attention of their local political leaders in the state legislature as well as the Governor. Governor Ryan has offered to review plans for new runways but local politics, I believe, prevent the Governor from ever seriously considering new runways at O'Hare.

For months, I have been working quietly behind the scenes with all of the major parties involved in moving new runways at O'Hare forward. It is clear that local politics will prevent new runways from being added at O'Hare. Of course, local concerns must be addressed. But, a powerful few cannot continue to derail future development of O'Hare International Airport, the heart and soul of our national aviation system. Therefore, a national solution is needed.

For this reason, I am introducing legislation today that, by preempting certain state laws, will elevate the decision to build new runways at O'Hare to the federal level. O'Hare needs new runways to remain a viable and competitive airport. Nothing is going to change at O'Hare unless the federal government gets involved. The federal government recognizes the importance and necessity of new runways at O'Hare and is ready to act to make them a reality. An Act to End Gridlock at Our Nation's Critical Airports allows the federal government to do just that. I urge my colleagues to support this vital legislation.

TRIBUTE TO DAVID K. WINTER

HON. ROY BLUNT

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 7, 2001

Mr. BLUNT. Mr. Speaker, I want to congratulate one of my former colleagues, Dr.

David K. Winter, on his retirement after twenty-five years as President of Westmont College, a Christian liberal arts college located in Santa Barbara, California. He has overseen the growth of the Westmont student body to its present level of 1,200 students, and has put the college on a much firmer financial footing than when he arrived on campus. Prior to coming to Westmont, he serves as Academic Vice President and then Executive Vice President at Whitworth College (WA). He also served on the faculty at Wheaton College (IL) and Calvin College (MI). He received his Ph.D in Anthropology and Sociology from Michigan State University.

Among many other accomplishments, Dr. Winter served for nine years with the Western Association of School and Colleges, and in June 2000, he completes a term as Director of the Council of Higher Education Accreditation, based on Washington, D.C. He has been named as one of the most effective college leaders in the United States, and in 1991, he was a recipient of the President Leadership Awards and Grants given nationally by the Knight Foundation. President Winter has also been a leader in the Council of Christian Colleges and Universities, a Washington-based group of over 100 U.S. schools with more than 50 affiliates in 17 countries.

He is and I am sure will remain active in many local organizations in Santa Barbara. In 1998, the Santa Barbara News Press honored him with its Lifetime Achievement Award, and in 1999, the John Templeton Foundation selected him as one of 50 college presidents who have exercised leadership in character development.

But most important of all, David Winter's real impact cannot be measured by awards and titles. His real impact has been on the thousands of students who have attended Westmont in the last twenty-five years. He has spearheaded the effort on the part of the entire Westmont Community to provide a thorough liberal arts education with a Christian foundation. His leadership and firm faith have led Westmont into the 21st Century as the Westmont community continues to turn out young people who are committed to being good citizens of the United States and the world. I want to wish David and his wife and partner in leading Westmont, Helene, the best as they enter this new phase of their life together.

TRIBUTE TO SAN FRANCISCO POLICE CHIEF, THOMAS CAHILL

HON. NANCY PELOSI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 7, 2001

Ms. PELOSI. Mr. Speaker, I rise to pay tribute to the life and work of San Francisco Police Chief Thomas Cahill as he celebrates his 90th birthday today, June 8, 2001. The residents of San Francisco owe him great thanks for his visionary leadership and tireless service.

Mr. Cahill has spent a lifetime defending the streets and people of San Francisco, but his journey did not begin there. On February 2, 1930, at the age of 16, Mr. Cahill said goodbye to his native Ireland. Mr. Cahill did not immediately begin his life in San Francisco fighting crime. He credits his first job as an ice